The Mushington Times

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MONDAY, SEPT. 4, 1916.

LABOR DAY

The marts of trade are deserted. Pactories and workshops, so noisy at other times, today are silent. This is the national birthday of labor—a day set apart by a wise Government when thinkers, producers, and artisens may understand and appreciate the sacredness of rest.

Other holidays there are, Labor Day seems to be rightfully an American institution—a creditable recognition of the dignity and majesty of toil. Throughout the length and breadth of the United States professions are expressing their tribute in various ways. Time-saving devices will answer a popular meed, but hand-labor and human inconstantly defy the eneroachments and be the basis for all production. Year by year the ranks have been recruited until there now exists an army of respondent, faithful, energetic toilers who are the bulwark and mainstay of the Republic. Think what a debt is owed to labor-the food upon the table, the garments which clothe the body -all are the products of either nature or machinery in which human labor has had a part. Marketing, distribution, transportation - all await on personal effort and individual skill.

Labor is a divine mandate, "In the weat of thy face shalt thou eat bread." Severe as seems this judgment, there are rewards for those who heed the precept. Brain and handworkers go forth in the morning to their different places of employment. They return at night and receive the benediction of sleep and comfort. The farmer works in the heat of the noon-day sun, and rests when winter is a reality before the fireplace of contentment. This is the material side of labor, but there are hands that rock the cradle in the still watches of the night; people who seek to relieve the needy, and voices that whisper words of cheer to disconsolate. These sympathetic workers rob labor of its drudgery and christen it with sublimity.

PATRIOTISM BY STATUTE

Baltimore's effort to compel paism. They are inclined to pay every proper respect to the national anthem, the more, because Baltimore was the scene of the composition of

But when regulations concerning nance, the community rebelled.

One city official is quoted as saying "there will be no prosecutions under this ordinance." He cites widespread condemnation of "the felly of trying to instill patriotism by law, to create reverence by statute."

The Baltimore legislation is an excollent example of the misguided attempts of well meaning folks to ac- fighting. The allies on the Somme complish by law what can only be have used machinery more and men achieved by education. It is proper to stand when the national anthem superiority in artillery and in amis played or sung; it is poor taste to mix the anthem with ragtime medleys. Observance of these proprieties is admirable when it is prompted by patriotism, valueless when compelled by law.

Hence the citizens of Baltimore have a right to complain against being deprived of the opportunity for pontaneous display of regard for their country, and having their respect for the anthem robbed of its significance by being made compulsory.

QIVE THEM THE EIGHT-HOUR DAY

Edward A. Filene, a Boston man who has made many dreams of so-States Chamber of Commerce.

their employes an eight-hour day. later because of using it will be a Of course, there has been endless hard one; but the post-bellum bills talk about an "eight-hour day," in must always be forgotten while the which it was generally understood that an eight-hour day was not the question at all, but an increase in

the men might work. one way the public may get a concrete return for its added expendibare. A real eight-hour day would mean greater safety for the travelrecords to show that accidents and long hours go hand in hand.

This argument may not be popu- but from the German point of view, enable any expedition to get to it.

lar with the railway brotherhood the gamble was worth while. We nembers. But they cannot consistently complain much about it. It may not be feasible in all cases for the railroads, but they will be gainers if they devise means to give employes the eight-hour day in every

possible case. To have the railway men work the same hours as before means an added cost to the public-\$60,000,000, say the railroads; \$20,000,000, say the brotherhoods. To have them work eight hours only would cost no more, presumably, would give the brotherhoods the boon they have been asking, and would insure against accidents.

VERDUN FIGHT NEARS-END

From many different sources comes the confident prediction that Germany is giving up the effort to take Verdun. Will Irwin, in a particularly intimate and convincing description in a current journal, carries this conviction strongly to his readers. Now it is announced that the French authorities have again permitted visitors in Verdun, and that everything there seemed to indicate that the German assaults were slackening, while the French are more confident than ever that they will win.

It hardly seems probable that the German staff would now be willing to make the tremendous sacrifice that would be required to take the city. The pressure on every front is so strong that a merely spectacular victory at Verdun would be of little significance. The time is past when the world would be impressed by it. To gain a few more square miles that still bears the name of Verdun, but that is no longer a human habitation or a military point of significance, would not change the world's conviction that the Teutonic arms are in desperate straits on the Somme, in the east, in Transylvania. The great big fact has been impressed on all informed people, that Germany and Austria are now outnumbered fearfully in every fighting area; that their supply of reserves is running low; that they cannot in the end match their opponents in sheer weight of numbers; and, finally, that economically Germany cannot carry the burden so long as her enemies can do it.

Verdun has cost Germany far more than it has cost France. It has demanded sacrifices whose making weakened the German lines elsewhere, and permitted the allied offensive on the Somme to achieve im- at random; a city the size of Lonportant gains. That offensive has don offers rather a meager target been resumed in great force, and it when it is being shot at from a base is announced that Combles is more sharply threatened than ever before. The British and French advance will triotism by statute seems to have met with rough sledding. Citizens of Baltimore lack nothing in patriotism. They are inclined to pay every continue building new defensive lines in the rear, to which they can fall back. If they could do that, and could make the conquest of each sucessive line as costly as has been the gains thus far accomplished by the standing at the proper time, and the allies, they might even hope to win. manner in which the selection is to But this is not possible; nor is it posbe played, were put into a city ordi- sible that Germany can keep on pouring in men to hold these new

It is claimed by many military authorities that there is a vast and fundamental difference between the allies' offensive on the Somme and that of the Germans at Verdun. The Germans at Verdun lost men in myriads because they used men more than machinery to do their less; they have established such a munition supplies that they can save their soldiers, to a certain extent, and conduct the battle as a sort of engineering operation. That is just what the Germans cannot do, because they have not the industrial power to match the thousands of guns that their enemies are bringing on the field.

THE ZEPPELIN'S EVOLUTION

Zeppelin raids have cost Germany, first and last, a powerful lot of ment gave assistance, but it seemed money. They have not earned divi- even then hardly possible that the dends, but that is not a testimony that German ingenuity was necessarily at fault in trying out the great airships. The submarine, at the war's beginning, looked rather dal reform come true, makes a novel less attractive to most people, as suggestion about this railroad settle | an instrument of effective combat, ment in a statement he issues in his than the airship. Yet the submacapacity as a director of the United rine unquestionably has been a powerful weapon for Germany. Per-He asks that the railroads give haps the bill she will have to pay

fighting is on. From the German point of view which conceives that war's beginning rages for the ten or twelve hours is the instant ending of all the modes and methods and ideals of Mr. Filene points out that the pub- civilization, the Zeppelin was worth He must bear the burden of the hasty trying out. If the Zeppelin and the Congressional legislation, which is submarine and the sixteen-inch apparent to everyone; but he also mortar and asphyxiating gas and gives the comforting thought that in terrorism and the scrapping of treaties could have been, as a whole, of organization and leadership could successful, then Germany would well have triumphed. There is a have been able to destroy what she good deal of reason to believe that regarded as a mollycoddlish sort of the South Pole, though it has once ing public. He cites authenticated civilization, and substitute one of tain its seclusion for a good many blood and iron. There is some evi-

must assume, anyhow, that it was, or Germany would not have tossed the

But the Zeppelin has falled make good. As an instrument of war it is a failure. It seems altogether likely that, when the war's experience is made up and studied in detail, the Zeppelin will be credited with demonstrating a considerable possible utility for certain purposes of peace, but very little for the purposes of war. They say that it is demonstrably possible for a Zeppelin to cross the Atlantic ocean in considerably less than two days. If it is, and if it can be done with reasonable safety as also seems likely, then the Zeppelin as a mode of rapid transit for extraordinary uses has some very real utilties.

London, bombarded repeatedly by the giant aircraft without getting any more serious shock than a vast sensation of amusement and edification. will one day receive its mail from Berlin in five or six hours, and from New York in thirty or thereabouts, by Zeppelin; and the civilization of a generation hence will owe to the desperate expedients of this war the lesson that taught it how the air could be navigated. But as a war vehicle, the airship is not successful. Some genius of another era may discover a way to use it for certain and pre-eminent destruction. That genius has not arisen. The experience of the last two years has merely proved that at present it is useless for war, but has great possibilities of utility in peace.

POOR RESULTS OF AIR RAIDS

The meager results from the most recent and greatest of air raids on England suggest that much greater efficiency has been attained in fighting off the Zeppelins. Not only was one of the giant craft destroyed, with the loss of its entire crew, but it is declared that only three of the thirteen ships reached London. Only two people were killed and thirteen injured, aside from the fatalities to the wrecked ship's crew; so that the Germans sustained much the heavier loss in life; while the property damage is reported also as very

Apparently the most efficacious means of thwarting the raiders is the enforcement of darkness. That is now the night-time rule in Britain, and it is insisted upon with all rigor. Even a tight little island is a pretty big place on which to drop bombs some hundreds of miles away; for that is about what happens when a Zeppelin starts out to grope its way across the North Sea and up the Thames in the darkness.

The best evidence that England is not greatly worried about the possibilities of Zeppelin attacks is found in the fact that there has been, after more than two years of war, no great effort to retaliate. Britain and fleets of destroyers and used them before now if they had considered it worth while. Seemingly their ideas about the practicability of such attack are very definite; they don't consider that the game is worth the

THE SHACKLETON HEROES

The splendid performance of Sir Ernest Shackleton and his comrades, in rescuing the party of twenty-two men who were left, last April, in Elephant Island in the far Southern ocean, is another page in the heroic story of explorations in the polar regions. Six members of the party, headed by Shackleton, undertook the 750-mile voyage through Antarctic rigors of wind and cold, to get back to civilization and secure help in bringing home the rest of the party. The trip in an improvised and ill equipped craft was a continuous horror; but on May 31 Shackleton and his crew got to the Falkland Islands, and instantly set about organizing and instantly set about organizing or climbing an apple tree. phant Island. The Chilean governmarooned party could have survived the hardships of their experience.

It is now reported, on the return of the expedition to a Chilean port, that every man is well. This is one of the interesting facts so often noted in connection with polar adventure. Men sustain the most unbelievable hardships and live through them. The cold, crisp, pure air of the Arctics seems to endow them with a resisting capacity that would be utterly impossible elsewhere. Travelers have repeatedly declared that exploration in the regions of extreme cold is vastly easier than in

those of tropic heat. Shackleton and his men will doubtless try once more for the pole. That the British explorer was deprived of the distinction of being the discoverer of the world's southern apex was a great disappointment; the result of a combination of unusual circumstances over which no quality blood and iron. There is some evi-dence that Germany miscalculated; lucky circumstances is necessary to

He is a stingy millionaire-I wish that I was him. He gets the dollars foul or fair, I wish that I was him. He owns some palaces and yeofts: He built a lake in which to swim He owns some houses and some lots I wish that I was him.

He owns some lawyers and a court, I wish that I was him. He robs the poor and calls it sport. I wish that I was him. He has his yellow stacks of gold. He has ble servants gaunt and grim.

He owns a dosen railroad tracks, I wish that I was him.
He dodges all his income tax, I wish that I was him.
He's gobbled half the wine in France, He fills his glasses to the brim.
He'd steal the patches off your pants.
Tet—I wish that I was him.
—St. Louis Post-Dispatch.

Yet-I wish that I was him.



"Good shooting is a matter of ma-thematics," observes an artillery officer. Sure. In Texas, it, is the science of triggernometry.—Houston Post.

Pastoral-Up to Date. In days of old you would behold Fair Phyllis in the shade, The lambe around, while Corydon On pipes sweet music made.

His rustic lays would but amase A modern fashion's flower; Shepherd's crooks and running t Would only turn her sour!

For Phyllis now can tell a cow Only by its picture; While risque plays with shepherd's lays Have made a noxious mixture.

So sing you on, dear Corydon, Your dinners at the club; Phyllis was a washed-out blonds And you, a rustic dub!

"My husband is such a blockhead!" "How now?"
"Couldn't locate a lady I wanted to find, although I told him plainly that her gown had sleeves of ninon and velvet revers."—Louisville Courier-

Could Anything Be Clearer? Mechanic street extension is a one-way street. That is, any vehicle may now move only in one direction at a time. In fact, vehicles hereafter will move in two directions at one time-From the New Rochelle (N. Y.) Standard.

The man struck a match to see if the gasolene tank on his automobile was

It wasn't.-Cincinnati Enquirer. The man speeded up to see if he ouidn't beat the train to the crossing. He couldn't.—Columbia State.

He didn't.-Springfield (Mass.) Union.

The man looked down the barrel of his gun and pulled the trigger to see if t was empty. It wasn't.—Charlotte News. The man asked the girl to marry him

to see if she was engaged. She wasn't.—Nashville Banner. The man blew out the gas to see if the asphyxiation tales were jokes.

They were not.—Memphis Commercial Appeal.

The man hit a stick of dynamite with hammer to see whether it would go

As a warrior, Roumania appears a triffe rheumatic.-London, Ontario,



I never saw a 'nana peel A-lyin' on the pave But what I said, "I'm very sure Some feet will misbehave."

A Village Dreibund. The rickety buggy without a top,
And the trusty old one-eyed nag;
And three little boys with their caps

with shirts that show many a rag. Oh! These are the kids who enjoy this

They know the depths in the river's co

Yhere fish are biting the best; And they know enough when the day is To hike for home and rest.

Do you know what those roguish eyes conceal;
Those smiles as bland as a chink's?
No sleuth in the world can make them The mischief each one of them thinks.

They can show the head of a chain banks.
Whose money is racing with time.
Whose money is racing with time.
How to work a deal that is not a steal.
And how much can be bought for a

Oh! these are the kids who enjoy their And they're always a group of three; oo big for small toys, those dear little boys
Are wiser than you or me.
Are wiser than you or me.
Harbart W. Cann (Hurst III.), in St.

Not Together, Though!

THINGS ARE happening TODAY by the barrel. OUR OWN colyumist r. b. b. IS VACATING, our own GIRL has gone away. OUR OWN artist has broke INTO the column

With Due Credit Long Fightin Congress GARRETSON SEES To Follow 8-Hour Law OWNERSHIP BY U.S.

Enactment of Measure Only Beginning, and Railroad Problem Promises to Press for Settlement During Many Sessions to Come.

What will be the legislative aftermath of the recent sudden passage of the temporary eight-hour measure for rail-read trainmen, who forced Congress to act under threat of a nation-wide strike?

This question is widely discussed in Congress today. Few opinions agree, except in this, that the contention over the eight-hour measure is only the beginning, and that in the session next winter and probably for a good many sessions to come, the railroad problem, involving capital and labor problems, will be up for settlement, and will have to be squarely faced. That this issue will take many different forms is clear. The ramifications of it no man can adequately measure.

First of all, it is clear that the railroads are not going to rest content with the present situation. They feel that they were assured by President Wilson that certain legislation would be considered. quately measure.
First of all, it is clear that the railroads are not going to rest content with
the present situation. They feel that
they were assured by President Wilson
that certain legislation would be con-

Roads Won Higher Rates.

It has not been considered, however and will not be considered this see sion. What the railroads want is higher rates. If they can get rates enough higher they do not so much object to paying more money to the men. Hence the roads will bend all their energies to getting higher rates, and in that relation they want the interstate commerce commission increased, believing that the President, if it increased, will name two men who will be disposed to give them higher rates.

South Dakota next winter will present abilit to prohibit strikes.

The joint commission of Congress to investigate the transportation problem way this week to consider plans. The result of recent developments. The creased, believing that the President, if it is increased, will name two men higher rates.

A battle royal is ahead next session higher rates.

A battle royal is ahead next session

Legislation Against Strikes. Some members will advocate drastic legislation against strikes on interstate public utilities. Senator Johnson of South Dakota next winter will present

A battle royal is ahead next session over increasing the commission and over every attempt, direct or indirect, to get higher rates for the roads, by the recent threat of a great strike Shippers of the country are up in and its consequences.

Harmful Precedent Is Seen in 8-Hour Law

telegraphed requests some of the most able statesmen students and business men of the Vinited States have informed the Sun that Congress has net a harmful precedent in passing the eight-

harmful precedent in passing the signthour law for railroad men.
Here are the replies received:
Marcus H. Holcomb, governor of Connecticut: "I don't believe in passing
legislation by force."

Joseph B. Foraker, formerly United
States Benator from Ohlo: "This is the
first time Congress ever has been asked
to yield to a 'stand and deliver' demand,
but since the attempt was so successful
it will not be the last. Such performit will not be the last. Such perform-ances feed on themselves and grow con-stantly more frequent, more humiliating and more criminal. Of course it would be a calamity to have a strike of the character threatened, but it would be a thousand times worse to legislate under character threatened, but it would be a thousand times worse to legislate under durens, not only because of the truculent precedent but also because, no matter how unwise and wrongful such legislation might prove, it would be of such contractual character that it could not be repealed without apparent breach of faith.

Public's Rights Were Ignored. Howard Elliott president of the New Haven: "I have from the time this question began to be discussed seriously, felt that it ought not to be settled without giving the public, the real party in interest, time to understand it. ion before Congress—or an impartial tri-bunal created by the President or by

Congress.

"I believe that if Congress had made an insisteat demand upon the brotherhoods and the railroads that they go ahead and attend to business without prejudice to either side and also arranged for a proper arbitration tribunal that all parties, including the labor leaders, would have agreed.

parties, including the labor leaders, would have agreed.
"I think the action of the labor leaders in forcing legislation through Congress without giving that body time to deliberate is a most unfortunate thing

"Unjust and Undemocratic."

Dr. Lyman Abbott, editor of the Outhours as the standard day for organized labor in factories, mines and railways. As a consumer, I should be will-ing to pay my proportion of any addi-tional cost which the adoption of such a standard might involve, but it is neither just nor democratic that this question should be determined for the

question should be determined for the nation by a bureaucracy of either laborers or capitalists.

"The railways are not like other private property; they are the highways of the nation. Both the managers and the operators of the railways are the servants of the nation. It is intolerable that any combination of either managers or operators should be able to dictate to the nation on what terms the people may use their highways.

"If I had been in Congress I should probably have voted for the eight-hour day rather than subject the people to the tragical consequences of closing the highways for even a short season. Congress has done well to save us from the present distress, but this is not enough. It ought now at an early day device server has people on the present early and the present contains the present distress. It ought now at an early day devise some plan by which the people can de-cide with authority the terms and condi-tions on which the highways must be operated and can enforce their decision on both managers and operators."

Worst Enemy of the Laborer. James R. Day, chancellor of Syracuse University: "I sympathize with the

The worst enemy of the laboring man today is a mismanaged and tyrannical labor union or brotherhood. It is threatening labor and the country in which the laborer's home and happiness are invested.

"Wrongs cannot be redressed by reckless disregard of the rights of others; justice cannot be secured by unjust and cruel oppression of the defenseless.
"To attempt to settle a controversy cruel oppression of the defenseless.

"To attempt to settle a controversy with the rafiway corporation by stopping the food supply of continent wide communities was monstrous. Only a supline and servile government will permit such an invasion of the rights of the people. Notice should have been served at once that such an inhuman attempt would be resisted by the entire army and police of the country.

"The stupendous blunder of this case was the assurance given by the President to the brotherhoods that public sentiment is behind him. It was a question that the public did not understand and which the public, now informed, resents and will resist.

Inlawful. Humiliating.** Page

Unlawful, Humiliating, Parce. "For the American Congress to mak the laws on this plan of the highwayman's 'stand and deliver' is something mew in the world's form of legislation. The whole the attitude it has assumed. The whole cated by human history? It is a gigan-tic farce, both unlawful and humiliating. But then it is characteristic of the most bewildered, weak, and panicky

Administration we have ever had at the head of the national Government. We cannot expect wise labor laws under such conditions.

"Congress brould have retained its self-

"Congress brould have retained its selfrespect and the respect of the country
and have notified the men of this new
and unheard of bandit spirit that it will in
not make laws under any threats of
any kind whatever. Let the strikers
take their responsibility of striking.

A thousands times better a strike
than the surrender of our national liberty. We are under as much obligation
to resist this revolutionary attack upon
our Government as we ever have been
to overthrow any of the people who
have threatened the integrity of the
Government and the rights of the
people."

Act of Cowardice and Folly. George W. Wickersham, formerly Attorney General of the United States. "I believe all lovers of free government must have followed with mingled feel-ings of scorn and humiliation, the panic striken action of Congress in passing the eight-hour law in response to the insolent threats of the organization leaders and the urgency of their Presi-dent.

chapter of industrial warfare has been opened by President Wilson and his Congress.

"The constitutionality of the legislation will depend upon whether or not in any case the new statutory wage would reduce the company's profit below a reasonable return upon the investment in its enterprise."

"A Sad Day for the Country." E. P. Ripley, president of the Atchison Topeka and Sante Fe: lawyer and have no comments to make except that it is a sad day for the country when a comparatively small body of men can bulldoze the Congress of the United States."

Threatened to Wreck Society. Henry N. Pope, president of the Texas Farmers' Union: "The people of this nation have, during the past week. passed through the most humiliating experience this Government has ever en-dured. A few labor union leaders have dured. A few labor union leaders have stood at the portals of Congress de-manding that the Government give them a ransom or they would wreck

them a ransom or they would wreck society.

"This nation, instead of meeting the situation bravely, has delivered the goods in fear and trembling. Our American Congress has stood within the shadow of the goddess of justice and voted an increase in wages to 400,000 trainmen, who are the highest paid laborers in the world, and never at any time mentioned the \$50,000 trackmen, who are, perhaps, the poorest paid workmen in the world, and who must subsist almost wholly upon the crumbs that the trainmen leave upon the table. that the trainmen leave upon the table.

Recalls Cheap Cotton Crisis. "When cotton was selling for 6 cents pound two years ago and poverty stalked over the Southland, causing

greater financial loss to the Southern plowman than the freeing of the slaves, Congress confessed inability to cope with the situation and stepped aside, letting this awful burden fail upon the backs of the tillers of the soil.

"The organized plowmen pleaded with Congress for relief, but we were told that it would not be constitutional for the Government to undertake to fix the price of cotton or to advance money on cotton in storage and that Congress was a slow moving body and could not meet emergencies."

Means Fight in Future. H. J. Stone, vice president of the Erie:

We were ready for a strike and would have preferred to fight it out to a finish loose you can drive a team of horses

so loose you can drive a team of horses through it.

The law has not settled anything. We shall have to go through the whole thing again. The general public will have to pay. A year from now, when the ratiroads have increased their freight rates, they may raise the cost of a pair of shoes as much as 25 cents. Of course, a cent on a pair would be enough to cover the increase in freight rates. to cover the increase in freight rates, but dealers will use the increased freight rate as an excuse to raise their prices."

"A Diagrace to the Country." W. H. Truesdale, president of the Delware, Lackawanna, and Western: think the measure is a disgrace to the country. As a citizen of the United States I would rather face a conflict than see this Government put itself in

Brotherhood Spokesman Calls Settlement Method a Step in That Direction.

Government ownership of railroads and of other public utilities I coming, in man for the four railroad brotherhoods. Avoidance of a national rail strike through strong governmental interference, ht said today, is only one of a series of steps toward such an end. "Ten years hence," he predicted, "you will see a mighty stride toward governmental ownership and operation of all railroads, as well as other public and quasi-public utilities. I believe in such a program after mature reflection. I take this view—that there are deadly dangers in Government ownership, but that with the Government engaged in regulation—as it must—I feel that we must choose the least dangerous. That is, Government operation, and ownership. The sentiment in that direction has grown steadily. As a bricklayer would say, settlement of the strike is 'just another course in the structure." Garretson explained that some roads may face a balance on the wrong side of the books as a result of Government regulation.

"Then," he continued, "such lines must look to the Government for reimbursement. But the lines making a profit should not be silowed to excess terference, ht said today, is only one

must look to the Government for reimbursement. But the lines making a profit should not be allowed to escape while their weaker associates are under Government control and assistance. Hence, as I see it, Government operation and control of all railroads must result.

"All of this, then, means that socialism is comings," he was asked.

"Well, I believe in the socialistic idea as a whole, but disagree totally with the average Socialist's plan of attaining it. Socialists disagree as to their definition of socialism, but if socialism is defined as common ownership of the means of production and distribution, then we are trending toward such a state."

PRESIDENT TO SIGN 8-HOUR BILL AGAIN

tors as to the legality of President son's action in signing the railroad eight-hour bill on Sunday.

In consequence of this, the White House is holding the measure in order that the President might sign it all over again after his return tomorrow afternoon from Hodgenville, Ky. Ordinarily it would have been sent to

Ordinarily it would have been sent to the State Department, immediately after its approval by the President, to be filed away in the archives with the original copies of all legislative acts. Not only is the bill being held, but also the four pens with which the President signed it. These pens are intended for the heads of the four rall-road brotherhoods as mementos of the occasion.

Precedents Not Looked Up.

Apparently no one in Administration circles has looked up the precedents. It was taken for granted that the President was not debarred from approving

insolent threats of the organization leaders and the urgency of their President.

"No American Congress ever reached such depths since that whic.. enacted an embargo on American commerce at the instance of the first Democratic President, Thomas Jefferson, in order to keep us out of war with England And as ardice and folly, so assuredly a new opened by President Wilson and his Congress.

"No American Congress ever reached at the statility of the doubt that exists lies in the fact that, in allowing the President ten days within which to attach his signature to a bill, the Constitution specifically excludes Sundays from consideration, thus by implication, it is not to be regarded as a legal day for such purposes.

such purposes.

Whether the Speaker of the House and the President, or President Pro Tempore, or the Acting President Pro Tempore of the Senate will have to sign the bill all over again, if President Wilson does so, has not been given serious consideration as yet.

Mix-up in Senate. The original parchment copy of the measure, however, shows plainly the marks of a mix-up which took place in the Senate on Saturday over the in the Senate on Saturday over the right of Senator William Hughes of New Jersey, to sign it as Acting President Pro Tempore. Being in the chair at the time of the passage of the bill, Senator Hughes signed the measure as a matter of course, so hathought.

Then it was held that as he had never been elected Acting President

Then it was held that as he had never been elected Acting President Pro Tempore by the Senate, he had no authority to sign it. To overcome the difficulty, the Senate passed a resolution making him Acting President Pro Tempore, and the original copy of the bill shows that the Senator from New Jersey thereupon signed it all over again and endeavored to trace his second aignature over his

WHAT'S GOING ON IN WASHINGTON TODAY

Amusements and Meetings of Fraternal and Social Bodies.

Chesapeake Beach, all way.

Outing, German Orphan Asylum, Anacostia, all day.

Carnival, Mount Rainier, Md., all week.

Regatta, Middle States Association of Amateur Carsmen, Potomac river, above Aquaduct Bridge, 10:30 a. m. and 2:30 p. m.

Odd Fellows—Union, No. 11, Beacon, No. 15, Langdon, No. 26; Naomi, No. 1, Rebekahs.

Amusements.

Amusements.

Belasco—'Ramona," 2 and 8 p. m.
Keith's—Yaudeville, 2:15 and 8:15 p. m.
Polira—'The Eternal Magdalene," 2:15 and
8:15 p. m.
Gayety—Burlesque, 2:15 and 8:15 p. m.
Loew's Columbia—Photoplays, 10:30 a. m. to
11 p. m.
Gien Echo—Oran also Echo-Open-air amusements, Garden-Continuous motion pictures, 10 a. m. to 11 p. m. ttrand-Continuous motion pictures, 10 a. m

Concert, Engineer Band, Lincoln Park, 7:30

Concert, Engineer Band, Lincoin Park, 7:30 p. m.
Opening, St. John's College.
Masonic-National, No. 12; Arminius, No. 25;
Myron M. Parker, No. 27; LaFayette, No. 3.
Royal Arch Masons; Mithras Lodge of Perfection, Scottish Rite; Mispah, No. 3;
Fidelity, No. 19, Eastern Star.
Odd Fellows-Amity, No. 27; Mount Pleasant, No. 28; Washington, No. 6; Golden Rule, No. 21; Fidelity, No. 1, Rebekahs.
Knights of Pythias-Webster, No. 7; Excelsior, No. 14; Capital, No. 24; Myrtie, No. 25;
Independent Order of Red Men-Idaho Tribe, No. 13.

No. 13.

Knights of Columbus—Carroll Council.

Meeling, Columbia Heights Citizens' Association, Postoffice building, Fourteenth street and Park road, 5 p. m.

Meeting, Federal Employes' Union, G. A. R.

Hall, 1614 Pennsylvania ovenue, 5 R.